



FEBRUARY 2024

RAISE Grant Application:
**The Cresaptown Triangle
Project Infrastructure
Improvements**



**STATE HIGHWAY
ADMINISTRATION**

Project Readiness

Project Readiness

Project Schedule

MDOT has the capacity to implement this project within the scope, schedule, and cost documented herein. MDOT has developed a preliminary schedule and cost estimate showing the Project's feasibility. Following the right-of-way acquisitions that are required and the scope of work occurring in a straightforward fashion, the Project partners expect to quickly obtain a NEPA determination and proceed to design and construction. The Project schedule allows design and procurement to be completed within three years and the estimated duration of construction for the full project is 23 months.

Activity	Start	End	Time
Anticipated Grant Award	September 2024	September 2024	1 month
Anticipated Grant Execution	September 2024	September 2025	12 months
Project Initiation	January 2023	March 2025	14 months
Preliminary Design	January 2023	August 2024	19 months
NEPA approval	April 2023	March 2025	23 months
Final Design	April 2025	March 2027	23 months
Environmental Permitting	April 2025	March 2027	23 months
Approval of plans, specifications, and estimates	January 2027	February 2027	13 months
Right of Way acquisition	January 2026	March 2027	14 months
Public Involvement	January 2023	July 2027	42 months
Utility Coordination	January 2026	March 2027	14 Months
Construction	July 2027	June 2029	23 months
Project Close-out	June 2029	June 2029	1 month

Environmental Risk Assessment

NEPA class of action/status

MDOT has conducted an extensive analysis as part of a broader corridor project to ensure that environmental impacts are both marginal and mitigated. ([Tier One Final Environmental Impact Statement](#)) In the Initial Site Assessment (ISA), 14 sites of potential concern were identified in the assessment based on results from the existing database, current or previous business activity, or proximity to construction impacts. The sites and their construction risks associated were compared to the proposed impacts of the construction. Through comparison, none of the sites of concern warranted additional investigations. The Nationwide Environmental Title Research found no significant impacts to geologic formations, rock structures, or soils of concern (none present). It was mentioned that in general groundwater and surface water quality/quantity can be affected by road construction, the scale of the Project did not have significant impact on larger watershed or watershed hydrology. The waterways identified within the study area are Warrior Run and three UNTs to Warrior Run. There are also channels that will not see significant impacts. The Project will be on a sediment and erosion plan to ensure that construction runoff does not impact streams negatively. MDOT's cultural resources and historical preservation team completed an inventory of known cultural resources and provided an initial assessment that the Project is not likely to adversely affect any National Register-eligible or listed resources, or historical sites.

MDOT has successfully completed hundreds of NEPA documents for projects using funds from various USDOT administrations. MDOT, Federal Transit Administration, and the Maryland State Historic Preservation Office also have the only programmatic agreement in the country which delegates some National Historic Preservation Act responsibilities from FTA to MDOT. This reduces the time it takes to comply with the National Historic Preservation Act

Public engagement

MDOT conducted a robust public engagement process to develop the scope of the US 220 Project. Through this process, MDOT learned about community members' highest priorities for the community and how the Project will best serve it. This includes priorities for improvements to infrastructure and inclusion of new lanes, sidewalks, and lights.

The outreach process included the following activities:

- An Informational Public Workshop held on December 9, 2015, where the No-Build alternative and six build alternatives were presented.
- After receiving comments from the public at the 2015 Workshop, the study team dropped five build alternatives and refined the design.
- A newsletter was mailed to the public in July 2017, explaining why the alternatives were dropped from consideration, and providing details on the refined design (known as Alternative 2 Modified).
- Subsequent workshops with community group leaders to identify priorities for improvements at and around the Cresaptown Project Area in late 2017.
- An SHA open house information session for residents.
- Distribution of comment forms at events for further feedback

Approvals

If awarded the RAISE grant, MDOT will work to incorporate the Project into local, regional, and state plans quickly and secure additional environmental approvals as quickly as possible. The Project has already been added to the Statewide Transportation Improvement Plan (STIP) but will be updated within six months of the grant award. The Project team is committed to continuing broad public engagement that reaches a wide range of stakeholders.

The Cresaptown Triangle Project is highlighted as a top unfunded priority for the State of Maryland and local and regional interests as identified in official plans and reports, including the [Maryland Statewide Freight Plan](#), the [Maryland Consolidated Transportation Program](#) for FY 2024 - FY 2029, and the [Cumberland Area Metropolitan Planning Organization's Transportation Improvement Program](#).

Risk Mitigation

The Project partners developed the Project schedule with a conservative estimate for procurement to account for any procurement delays. MDOT has a proven record of regularly procuring construction projects with similar project components, and this project would not pose a significant challenge. Procurements of this size require approval by Maryland's Board of Public Works, but the Project partners do not anticipate challenges with obtaining approval for this project.

Potential Delays	Mitigation strategies
Procurement Delays	The team developed the project schedule with additional considerations to provide a conservative estimate for procurement to account for any procurement delays. MDOT procures construction projects with similar project components frequently, and this project would not pose a significant challenge. Maryland's Board of Public Works would need to approve the procurement, but the team does not anticipate challenges with obtaining approval for this project.
Environmental Uncertainties	This Project's Limit of Disturbance (LOD) is entirely located within a rural area. Based on coordination with DNR, FWS, and MDOT's environmental and cultural resources team, MDOT has thoroughly investigated the nearby floodplains, wetlands, critical habitats Critical Areas in the Project area. The Project is expected to have little to no impact on local habitats and through the NETR has identified appropriate courses of action for mitigation. MDOT will continue coordination with state and federal partners to complete NEPA documentation expeditiously.
Increases in Real Estate Acquisition Costs	MDOT does not foresee any major costs with Real estate acquisition as the 3 properties that would be displaced are well within projected budget
Uncommitted local match	As a rural-designated project, no local match is required

Increase in cost of materials	MDOT has included 40 percent contingency in the project budget to account for any unexpected increases in the cost of materials
Lack of legislative approval	No legislative approval is required to move forward with this project.
Unity Coordination	SHA will be the major coordinator and will operate within regional MPO, CTP, and align with regional planning goals for the area as a result

Permits

As mentioned in the NEPA status section, the NEPA process is underway for the Project and a Categorical Exclusion (CE) is anticipated for this project. The Maryland Environmental Resources and Land Information Network website (<https://gisapps.dnr.state.md.us/MERLIN/index.html>) identifies the area as containing no vulnerable species or habitats within the project area. In regard to regional plans and permitting, if awarded a RAISE grant to for the Project, MDOT will work to better update the Project into local, regional, and state plans expeditiously, as well as to secure environmental approvals as quickly as is feasible. The Project has been added to the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). The Project team is committed to continuing broad public engagement that reaches a wide range of stakeholders. The Project partners are ready to continue building upon the public involvement taking place during the application process with local communities and neighborhood associations, transit riders, students, elected officials, local and state agencies, universities, stakeholder organizations, and the business community.

Right of Way (ROW) Plans

The Project will require ROW acquisition and associated displacements. In Alternative 2 (Build) there would be 3 displacements: 2 residential and 1 commercial. One residential and one business displacement are along US 220 south of Cresaptown. One residential displacement is located along MD 53 north of the MD 53/MD 636 intersection in CT 14.01-BG 3. This displacement is in an affordable housing area. Thirty (30) parcels would have partial property acquisitions, and 2.9 acres of right-of-way would be required.

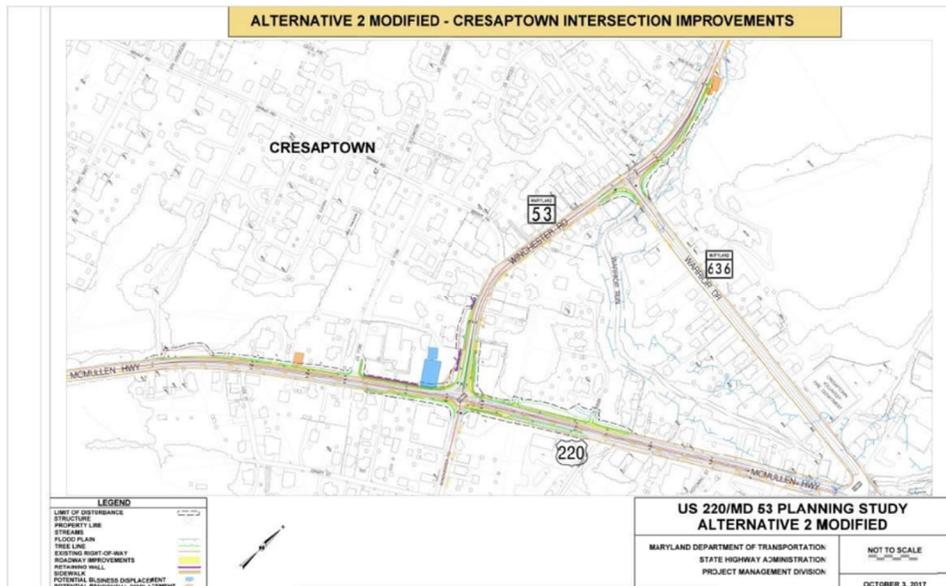


Figure 17: ROW acquisition map in project area

Technical Capacity Assessment

MDOT has a long history of completing similar capital projects. most recently in the Western Maryland area the I-68 (National Freeway) Bridge over Creek Road, which was completed in nearby Washington County, and the I-81 (Maryland Veterans Memorial Highway) Ramp Widening at Maugans Avenue to add safety and capacity benefits to the interchange.

MDOT has developed a preliminary schedule and cost estimate demonstrating the feasibility of the Project. Following the right-of-way acquisitions that are required and the scope of work occurring in a straightforward fashion, such as the relocation of utility lines along US 220 NB near Cresaptown United Methodist Church, the Project partners expect to quickly obtain a NEPA determination and proceed to design and construction. The Project schedule allows design and procurement to be completed within three years and the estimated duration of construction for the full Project is three years. The Project can be divided into separate activities, each with independent utility, that can be performed concurrently without interfering with one another.

Financial Completeness Assessment

MDOT has a proven track record managing budgets for large, complex capital projects. Similar projects include MD 103 (St Johns Lane) US 29 (Columbia Pike) to Long Gate Parkway - Improved capacity and operations as having a similar goal of additional capacity for a major US route corridor. MDOT has appropriate strategies for ensuring that conservative budget estimates have allotted for changes in finances and maintains a position to sustain the demands and drains of a major capital project. All required additional financing will be procured within the timeframe given to ensure budget needs are met.